

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4711

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TUESDAY, NOVEMBER 29, 1904.

二年禮 號九十月一十英華

\$30 PER ANNUM.

SINGLE COPY. 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ... Yen 24,000,000  
CAPITAL PAID-UP ... 18,000,000  
CAPITAL UNCANCELLED ... 6,000,000  
RESERVE FUND ... 9,520,000

Head Office—YOKOHAMA.

Branches and Agents—  
TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENSIN, NEWCHWANG, PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARRS' BANK, LTD.  
THE UNION OF LONDON AND SMITHS BANK, LTD.  
HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" 6 " 4 "  
" 3 " 3 "  
" 2 " 2 "

TAKEO TAKAMICHI,

Manager.

Hongkong, 21st November, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL ... \$10,000,000  
RESERVE FUND—  
Sterling Reserve ... \$10,000,000  
Silver Reserve ... \$7,000,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
E. Goetz, Esq. Hon. R. Shewan.  
Hon. W. J. Gresson N. A. Siebs, Esq.  
A. Haupt, Esq. H. W. Slade, Esq.  
H. Schubert, Esq. E. S. Wheeler, Esq.  
E. Shellini, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ... Sh. Taels 7,500,000  
HEAD OFFICE—SHANGHAI  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hankow  
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [25]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA  
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—11, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Makidura, Kura, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Mikaze, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A. H. O. and A. J. Codex).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Mikio, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mamodo, Manmura,  
Onoura, Otsuji, Saishaku, Tsubakuro, Yoshinotana, Yoshi, Yunkibara and other Coals.

S. MINAMI, Manager, Hongkong. [26]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,  
GOLD \$7,897,391.30—about £1,625,000.

CAPITAL AND SURPLUS AUTHORISED  
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:  
1, WALL STREET, NEW YORK.  
LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

BRANCHES AT  
SAN FRANCISCO, WASHINGTON,  
MEXICO, PANAMA, MANILA, CEBU,  
SHANGHAI, SINGAPORE, PENANG,  
CALCUTTA, CANTON,  
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL  
BANKERS:

NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.  
UNION OF LONDON AND SMITHS BANK, LTD.  
CREDIT LYONNAIS, DRESDNER BANK,  
COMPTON NATIONAL D'ESCOMPTA  
DE PARIS, &c.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account and issues  
Fixed Deposit Receipts either in Gold or  
Silver at Rates which may be ascertained on  
Application.

HONGKONG BRANCH:  
20, DES VIEUX ROAD, CENTRAL.

CHARLES R. SCOTT,  
Manager.

Hongkong, 25th November, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

UNSUBSCRIBED CAPITAL ... 5,000,000

PAID-UP CAPITAL ... 2,500,000

Head Office—SHANGHAI.

Branches and Agents—  
CANTON, PENANG,  
CHEFOO, SINGAPORE,  
HANKOW, TIENSIN,  
PEKING.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
Places, and Sells Drafts and Telegraphic Transfers  
Payable at its Branches and Agencies.

HONGKONG BRANCH,  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1% per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

H. C. MARSHALL,  
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ... £800,000

RESERVE LIABILITY OF SHARE  
HOLDERS ... £800,000

RESERVE FUND ... £800,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT AT THE RATE OF 2 PER CENT. PER  
ANNUUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4 percent.

6 " 3 " 3 " 2 "

T. P. COCHRANE,  
Manager.

Hongkong, 10th May, 1904. [24]

PERFUMERY.

FOR  
QUALITY, ASSORTMENT  
AND A

GOOD BARGAIN

TRY

THE PHARMACY,

易藥大法中

56, QUEEN'S ROAD CENTRAL,  
Hongkong.

A. STEVENSON,  
Chemist.

Hongkong, 16th November, 1904. [222]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON THE MARKS.

YOKOHAMA VIA SHANGHAI, MOJI AND KOBE. C. J. Benton, R.N.R. About 1st December Freight only, (Passing through the Inland Sea.)

SHANGHAI. BENGAL. G. Phillips. About 3rd December Freight and Passage.

LONDON, &c. SIMLA. R. R. Summers. Dec. 3rd, Noon. See Special Advertisement.

SINGAPORE and BOMBAY. BANCA. J. B. Ferguson. About 8th December Freight only.

For Further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 29th November, 1904. [4]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG:

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia

### PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

PREUSSEN. WEDNESDAY, 7th December.

PRINZ EITEL FRIEDRICH. WEDNESDAY, 21st December.

SEYDLITZ. WEDNESDAY, 4th January, 1905.

ROON. WEDNESDAY, 18th January.

BAYERN. WEDNESDAY, 1st February.

ZIESTEN. WEDNESDAY, 15th February.

SACHSEN. WEDNESDAY, 1st March.

PRINZESS ALICE. WEDNESDAY, 15th March.

PRINZ REGENT LUFTPOLD. WEDNESDAY, 29th March.

PREUSSEN. WEDNESDAY, 12th April.

PRINZ EITEL FRIEDRICH. WEDNESDAY, 26th April.

Hongkong, 28th November, 1904. [41]

MELCHERS & CO., AGENTS.

MOET & CHANDON'S "DRY IMPERIAL" ... 1 doz. Bottles. 2 doz. Bottles. \$59.00 \$62.00  
AYALA & Co. EX. QUALITY, EX DRY ... 54.00 57.00  
DUMINY & Co. "EXTRA SEC" ... 44.00 47.00  
DE LOSSY, HOLDEN, SELECT CUVEE EX SEC. OR BRUT, VINTAGE 1892 ... 42.00 45.00  
CH. DES CHARMERIES ... 36.00 39.00  
PAUL ROUSSET & FILS ... 19.0 21.00

H. PRICE & CO., 12, QUEEN'S ROAD.

JOHN DEWAR SONS & CO., PERTH

## WHISKY,

Extra Special \$16.00 per case 12/1

White Label, \$24.00 " 12/1

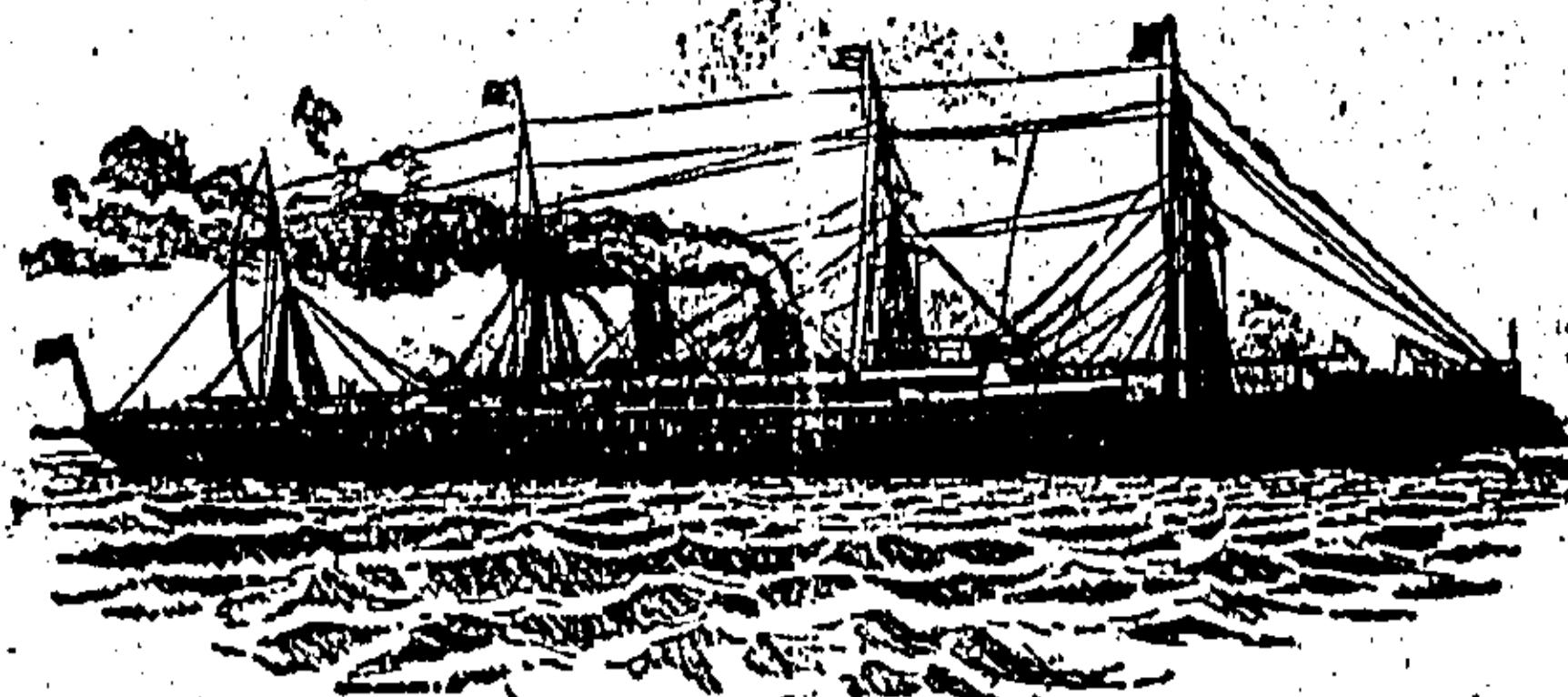
KRUSE & Co. SOLE AGENTS.

CONNAUGHT HOUSE,  
Hongkong, 1st July, 1904. [778]

This space is reserved for

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"CHINA" .....	5,660 Gross Tons	SATURDAY, 3rd December, at Noon.
"MANCHURIA" .....	8,750 "	SATURDAY, 17th December, at Noon.
"DORIC" .....	4,784 "	SATURDAY, 24th December, at Noon.
"KOREA" .....	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIC" .....	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA" .....	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA" .....	13,639 "	FRIDAY, 3rd February, at Noon.
"CHINA" .....	5,660 "	FRIDAY, 17th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd December, at Noon, taking Freight for Japan, the United States and Europe. Passengers are allowed to break their Journey at any point in Asia.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Government of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

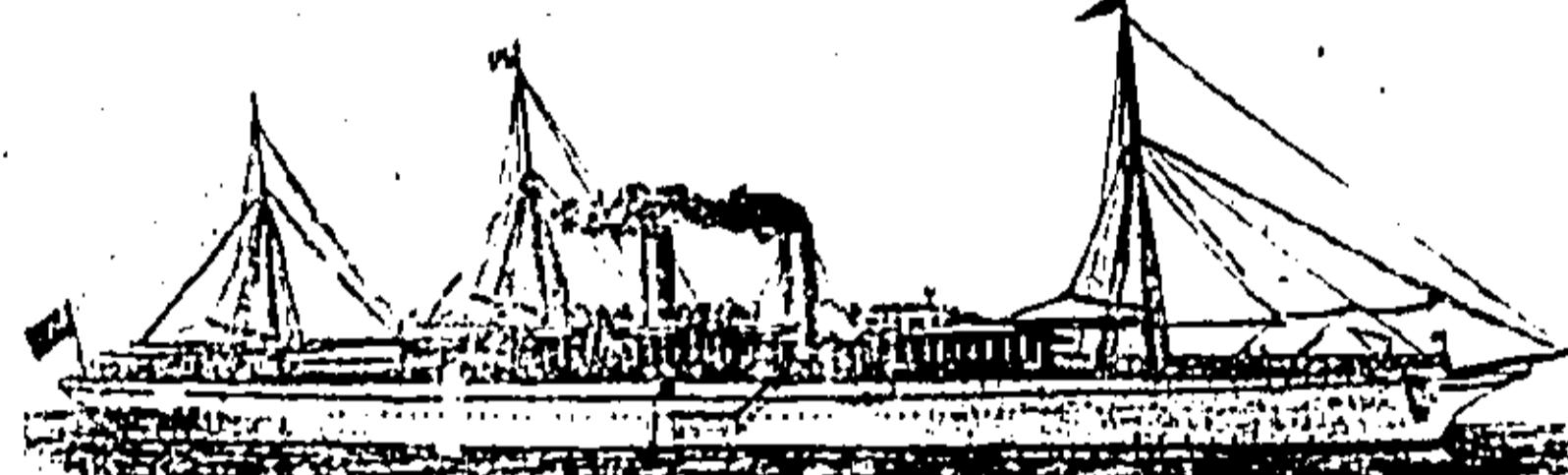
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful Island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 29th November, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFE & TV. SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.  
"PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).  
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ..... WEDNESDAY, 14th December.  
" " "ATHENIAN" ... 2,440 " ..... WEDNESDAY, 28th December.  
" " "EMPERESS OF CHINA" ... 6,000 " ..... WEDNESDAY, 11th January, 1905.  
" " "TARTAR" ... 4,425 " ..... WEDNESDAY, 25th January.  
" " "EMPERESS OF INDIA" ... 6,000 " ..... WEDNESDAY, 8th February.  
" " "EMPERESS OF JAPAN" ... 6,000 " ..... WEDNESDAY, 8th March.  
Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.  
Hongkong to London, Intermediate on

Steamers, and 1st Class Rail ..... £40. " £42.  
THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 11 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

Hongkong, 16th November, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTPÄMMER DIENST.

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SEGOVIA	HAVRE and HAMBURG.	1st Dec.	Freight.
Schoenfeld	(Calling at S'PORE, PENANG & COLOMBO).	1st Dec.	Freight.
SENEGAMBIA	HAVRE, BREMEN and HAMBURG.	19th Dec.	Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).	29th Dec.	Freight.
ARMENIA	HAVRE and HAMBURG.	10th January.	Freight.
Forst	(Calling at S'PORE, PENANG & COLOMBO).	24th January.	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG.	7th Feb.	Freight.
v. Hoff	(Calling at S'PORE, PENANG & COLOMBO).	21st Feb.	Freight.
SITHONIA	HAVRE and HAMBURG.	7th Mar.	Freight.
Hildebrand	(Calling at S'PORE, PENANG & COLOMBO).	7th Mar.	Freight.
ACRADIA	HAVRE and HAMBURG.	7th Mar.	Freight.
Ehlers	(Calling at S'PORE, PENANG & COLOMBO).	7th Mar.	Freight.
ANDALUSIA	HAVRE and HAMBURG.	7th Mar.	Freight.
Fitter	(Calling at S'PORE, PENANG & COLOMBO).	7th Mar.	Freight.
BAMBIA	HAVRE and HAMBURG.	7th Mar.	Freight.
Lüning	(Calling at S'PORE, PENANG & COLOMBO).	7th Mar.	Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 26th November, 1904.

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM  
OF DENTISTRY.

M. H. CHAUN, D. D. S.  
37, DES VŒUX ROAD, CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Hongkong, 10th July, 1904.

## Shipping Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" .....	2,350 tons	Captain H. D. Jones.
" " "POWAN" .....	2,338 "	R. D. Thomas.
" " "FATSHAN" .....	2,200 "	W. A. Valentine.
" " "HANKOW" .....	3,073 "	C. V. Lloyd.
" " "KINSHAN" .....	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .....	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.30 P.M.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8.30 A.M.		

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" .....	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" .....	588 tons	Captain J. Wilcox.
" " "NANNING" .....	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are litigated throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

## OR BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

## N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

## For Sale.

## FOR SALE.

## OWNER GOING HOME.

BLACK AUSTRALIAN GELDING,  
height 14.0. Polo Certificate.

## Intimation.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,  
Des Voeux Road.EVERYTHING FOR LADIES'  
AND CHILDREN'S WEAR.

## LADIES'

## DEPARTMENT:

Costumes, Coats, Fur Jackets and  
Stoles, Evening Wraps, Fasina-  
tors, Silk Blouses and Flannel  
Blouses.An entirely New Stock of High-  
grade Black and Brown Boots and  
Shoes, White Kid Shoes for even-  
ing wear.Gloves, Fans and Hosiery.  
Silks, Flannels & Dress Fabrics.CHILDREN'S  
DEPARTMENT:Cloaks, Hosiery, Jersey Caps,  
Gaiters, Boots and Shoes.FURNISHING  
DEPARTMENT:

FIRST FLOOR.

## Intimations.

ROBINSON PIANO  
COMPANY, LIMITED.There is no reason  
why anyone should be  
without an "APOLLO."

## THE MASTER PIANO PLAYER.

We offer the choice of  
three methods of securing  
one:1.—You may acquire  
by payment of \$100 cash  
and 10 payments of  
\$27.50.2.—You may buy at  
10% discount for cash.3.—You may hire by  
the quarter.

## We hold an

Entirely New Stock  
of Imported Pianos of  
the highest quality, per-  
sonally selected.No such a one has ever  
been seen in Hongkong  
before.

## HOME PRICES.

Hongkong, 26th November, 1904.

New Stock of Axminster, Drug-  
sels, Wilton, & Tapestry Carpets.  
A fine selection of Bedsteads, all  
styles and makes.The new Twin Bedsteads, now  
on show.DRESSMAKING  
A SPECIALITY.The leading Fashions of London,  
Paris and New York.

## GENTLEMEN'S

## DEPARTMENT:

28, QUEEN'S ROAD,

OPPOSITE THE CLOCK TOWER.

Dress Shirts, Ties & Waistcoats.  
White Gloves for evening wear.

Patent Court and Oxford Shoes.

Black and Brown Boots &amp; Shoes.

Black Bowler Hats.

Soft Felt Hats.

Motor and Golf Caps.

Underwear and Hosiery.

A good Stock of well-cut  
Overcoats—light, medium and  
heavy weights.

&amp;c., &amp;c., &amp;c.

SEND FOR PRICE LISTS

AND  
ESTIMATES.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 28th November, 1904.

EXTRAORDINARY ROBBERY IN  
KWANTUNG.

## THE PICNIC GIRL.

Tienpahsien belongs to Shuitung, where  
there are many merchants and commerce is  
very prosperous. On the night of the 25th of  
the 9th moon there suddenly came a band of  
daring robbers, numbering over a thousand,  
and dressed up in uniforms, exactly like the  
soldiers of a certain regiment 400 and 500  
Mausers, some smokeless powder, rifles, and  
countless cartridges sufficient to last for a long  
time in case of conflict. They marched in  
order, and were well commanded. The officers  
wore blue buttons, peacock feathers, and cer-  
emonial robes; they rode on white horses and  
when inquiry was made, the reply was received  
that they were going to welcome and receive  
the newly appointed Kanien Taotai. Coming  
to Shuitung they at once commenced action,  
shutting up the Yamens all around, and plundering  
the Likin stations of their valuables amounting  
in some cases to as much as Tls. 100, with the loss of one Chinese Secretary  
employed in a Likin-collecting boat who hap-  
pened to be there at that time, and who was  
shot in seven different places. The neighbouring  
market met with a similar fate, losing  
several hundred taels, while all the shops in  
the market town were sacked, and those whose  
doors were shut after having heard the alarm,  
were set on fire, thus reducing the chances of  
escape to a minimum. Indeed, the robbers  
carried fire and sword everywhere they went;  
and it was not until midnight that they began  
to depart, taking away as booty a sum of over  
Tls. 20,000. When morning came, the terrible  
news of such a calamitous occurrence to the  
welfare of inhabitants far and wide, to the  
astonishment of all, and it was found that three  
persons were killed by the robbers, to each of  
whom they gave, undoubtedly as compensation,  
eighteen dollars wrapped up in a piece of  
paper with these words, "In sympathy with  
deceased as burial expense," and two suits of  
new clothes with which to shroud him. When  
they passed the city of Tienpahsien, they made  
an attempt to force an entrance into it, but  
failed, the city-gates having been firmly closed.  
Disappointed this time, they left, and the  
neighboring villages, which were constantly  
exposed to external danger and harm, were  
accordingly made the victims. The still of the  
night was disturbed by the alarm of the vil-  
lagers, which was given in due time, but no  
rescue was at hand. The leaders of the gang  
are the desperadoes of Ma Tuk Kung, Tien-  
pahsien, and many of his followers, the native  
bad characters of Shuitung. Just the night  
before the 25th, the former gave public enter-  
tainments at the Chin Chia's ancestral hall,  
and demonstrated their joy and fortune in  
having been so successful with their schemes  
for plundering by beating gongs and lighting  
fireworks. They captured all the pigs and  
cattle near by in order to satisfy their appetite.  
Petition after petition has been sent to the  
local authorities, and it is hoped that these  
fiends in human shape may soon be brought to  
justice. Suffice to say the people in the Colony  
will never continue their work until the proper  
steps have been taken and carried out, and the  
various places affected are pacified.—*Eastern  
Times*.THE PICNIC GIRL gets her clothes spoiled by a  
shower of rain, and has to look cheerful under it.  
awful pain I had at times to bear. For week  
after week I have been bed-ridden. Besides  
which I had that miserable languor which is  
so horribly depressing. At night I have often  
been in too great pain to sleep.There was hardly a part of my body which  
was not at one time or another affected with  
the rheumatism," continued the speaker (Mrs.  
Moorecroft, of 88 Leaven-street, Kirkdale, Liver-  
pool, England.) "My appetite almost com-  
pletely left me, and when I did get the length  
of walking even a few yards I soon became  
tired out, both with the pain and difficulty  
experienced in breathing. I despaired, after I  
had suffered in the way I have described for  
many years, of ever being like other people  
again. Nothing did me any good until I tried  
Dr. Williams' pink pills. Three bottles effected  
an improvement, and as I persevered with  
them a little time I soon felt quite well again,  
and have been so now for a long time. My  
appetite has returned; I am able to sleep; I  
have no pain, and I find pleasure in working."Mrs. Moorecroft's case is like many others.  
She needed new blood to cure her rheumatism,  
and Dr. Williams' pink pills cured her by  
making new blood, just as they have cured so  
many cases of anaemia, bile, consumption,  
decline, fits, St. Vitus' dance, hysteria, and the  
many troubles which women silently endure.  
It is important to insist on having the genuine  
pills, with Dr. Williams' name, as some otherswill never continue their work until the proper  
steps have been taken and carried out, and the  
various places affected are pacified.—*Eastern  
Times*.

## THE PASSING OF THE SLOOP.

A Naval correspondent writes to remark that  
the paying-off of all the British sloops on the  
China Station has given rise to a good deal of  
speculation in Naval circles, and that no two  
people in the service seem agreed as to the  
probable cause of the startling departure.It has been suggested in explanation, that  
the gunnery ratings among the seamen are  
required in England. Men trained to handle  
gun properly are not made in a day, and  
those among them who have qualified as gun-  
layers, or captains of guns, are very highly  
trained and specially selected men; in fact,  
they are no small factor in the general efficiency  
of a fleet. The selection of these men is  
carried out at home in the gunnery school, and  
entails a thorough, and for that reason, lengthy  
examination of a large number of men. More-  
over, when these men have been selected, they  
have to be put through a course of training, so  
that the Navy is continually deprived of a  
considerable body of men who are passing  
through the gunnery school. Furthermore,  
there has been of late, a good many improve-  
ments in gunnery generally, necessitating the  
training of more men for special duties. Con-  
sequently, there is a good deal of reason in  
this theory.This does not explain, however, why it is  
that these ships, the sloops, are to go out of  
commission entirely. It is even rumoured  
that they are going to be dismantled and sold,  
or put on to the scrap heap. The question  
which concerns us, however, is, what are we  
going to have in their place? The sloops, on  
account of their economical steaming qualities  
and shallow draught, were admirably adapted  
to their work, and if called upon to land a party  
of fifty or sixty men, in order to quell a dis-  
turbance, were capable of doing so. Torpedo-  
boat destroyers are not adapted for river-work  
of this sort. They carry a much smaller  
complement of men; they consume coal on a much  
larger scale; are fragile and dependent on a  
parent-ship for supplies which they have not  
got room to stow; and yet they are the only  
small craft, besides the little gunboats, that  
are left.The order to pay off all the sloops was, in  
fact, very sudden and unexpected, their pre-  
sence will be missed probably, in a good many  
more ways than one. The crews are under-  
stood to be all going home at once, and we can  
only wish them a hearty farewell. It is to be  
regretted that owing to the suddenness of their  
departure we were not all able to do this in a  
more emphatic manner; for the men of the  
sloops are leaving many friends behind them  
in the Far East; whose good wishes will follow  
them for many days to come.—*Shanghai Press*.THE WORRIED WOMEN.  
They say men must work and women must  
weep; but alas, in this too busy world women  
often have to work and weep at the same time.  
Their holidays are too few and their work  
heavy and monotonous. It makes them  
nervous and irritable. The depressed and  
worried woman loses her appetite and grows  
thin and feeble. Once in a while she has spells  
of palpitation and has to lie up for a day or two.  
If some disease like influenza or malarial fever  
happens to prevail she is almost certain to have  
an attack of it, and that often paves the way for  
chronic troubles of the throat, lungs and other  
organs; and there is no saying what the end  
may be. Let the tired and overladen woman  
rest as much as possible; and, above all, place  
at her command a bottle ofWAMPOLE'S PREPARATION  
a true and sure remedy for the ills and maladies  
of women. It is valuable as honey and  
contains all the nutritive and curative properties of  
Pure Cod Liver Oil, combined with the Com-  
pound Syrup of Hypophosphites and the  
Extracts of Malt and Wild Cherry. Search the  
world over and you will find nothing to equal  
it. Taken before meals it improves the nutritive  
value of ordinary foods by making them  
easier to assimilate, and has carried hope and  
good cheer into thousands of darkened homes.  
It is effective from the first dose, and probably  
one bottle is all you may need. It is absolutely  
reliable and effective in Blood Impurities,  
Nervous Dyspepsia, Wanting Conditions,  
M-iancholy, Chlorosis; Impaired Nutrition,  
Scrofula, Low Vitality, and all troubles of the  
Throat and Lungs. Dr. E. J. Boyes says: "I  
have found it a preparation of great merit. In  
a recent case a patient gained nearly twenty  
pounds in two months' treatment, in which it  
was the principal remedial agent." It carries  
the guarantee of reliability and cannot fail or  
disappoint you. Why accept a substitute?  
Sold by all chemists.THE WHOLE OF HIS  
HOUSEHOLD FURNITURE,  
Comprising—  
TEAKWOOD HATSTAND, TEAKWOOD  
SIDEBOARD and DINNER WAGGON with  
BEVELLED GLASS, DINING TABLE,  
VIENNA CHAIRS, &c., &c., &c.;  
ALSO  
A Quantity of PLANTS in Pots.  
Catalogues will be issued.  
TERMS:—As usual.HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 29th November, 1904. [1274]

PUBLIC AUCTION.

THE Undersigned have received instructions  
from A. C. VOULES, Esq., to sell by  
PUBLIC AUCTION,TO-MORROW,  
the 30th November, 1904, at 2.30 P.M., within  
his residence, No. 3, East Terrace, Kowloon;THE WHOLE OF HIS  
HOUSEHOLD FURNITURE,  
Comprising—  
TEAKWOOD HATSTAND, TEAKWOOD  
SIDEBOARD and DINNER WAGGON with  
BEVELLED GLASS, DINING TABLE,  
VIENNA CHAIRS, &c., &c., &c.;  
ALSO  
A Quantity of PLANTS in Pots.  
Catalogues will be issued.  
TERMS:—As usual.HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 29th November, 1904. [1274]

PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
onFRIDAY,  
the 2nd December, 1904, at 11 A.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Icy House Street;A GREAT ASSORTMENT OF  
ENAMELLED TIFFIN CARRIERS.  
TERMS:—As usual.HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 26th November, 1904. [1273]

Masons

ZETLAND LODGE,  
No. 32-33, Des Voeux Road.A REGULAR MEETING OF ZETLAND  
LODGE will be held at the FRED-  
MARIONE HALL, Zetland Street, on THURS-  
DAY, the 18th December, at 8.30 for 9 P.M. pre-  
cisely. Visiting Brethren are cordially invited  
to attend.

Hongkong, 24th November, 1904. [1268]

THE WINE GROWERS  
SUPPLY CO.HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.TIME TABLE  
(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m. ... Every 15 minutes.  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.  
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.30 a.m. ... Every 10 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the  
Company's Office, ALEXANDRA BUILDINGS,  
Des Voeux Road Central.JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st October, 1904. [1044]

FURNITURE WAREHOUSE.

LI KWONG LOONG,  
李廣龍CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STORE  
atNo. 1, WYNDHAM STREET.  
the only shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.Has been patronised by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
Ltd., joint Telegraphs Co., and other leading  
Establishments in the Colony, to whom referred  
may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

## INITIATIONS.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

CONFECTIONERY

We beg to notify the  
arrival of our New  
Season's Confectionery,IMPORTED FROM THE LEADING  
London and

Parisian Houses.

SELECTIONS  
OF THE  
PUREST  
AND  
BEST QUALITY  
from the Simplest to that of  
The Finest and Most  
Recherche Character.A. S. WATSON & CO.,  
LIMITED,  
THE HONGKONG  
Hongkong, 10th November, 1904.  
TELEPHONE NO. 236.  
CABLE ADDRESS: "WACHEL," HONGKONG.  
A. B. C. CODE, 1<sup>st</sup> EDITION  
ESTABLISHED 1859.A CHEE & CO.,  
祥利廣  
17, QUEEN'S ROAD.FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDETAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.  
Hongkong, 8th January, 1904.ESPECIAL OLD TOM GIN  
Marshall and  
Elvy'sSatinette  
DOUBLY DISTILLED  
AND OF  
MATURED AGE.  
TO BE OBTAINED FROM—  
THE MUTUAL STORES  
De Vreux Road.  
Hongkong, 11th May, 1904.

## NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per moment, proportional. The daily sum is delivered free, when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty cents.

## BIRTHS.

On the 26th October last, at Starhouse House, Pensarn, Abergale, North Wales, the wife of E. JONES, HUGHES, of daughter, still-born.

On the 18th November, 1904, at Singapore, the wife of ARTHUR SMITH, of a son.

## MARRIAGES.

At the Presbyterian Church, Singapore, on 19th November, Matthew B. MCKEAN, of Singapore, to MARION, daughter of Matthew Dunlop, Esq., of Paisley, N.B.

On the 19th November, at the Presbyterian Church, Singapore, MARY GIBSON, eldest daughter of the late David Kerr, of Ayrshire, to Robert Pasmore Sitton, eldest son of the Rev. R. Silby, Queen's Park, London.

## The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 29, 1904.

## YELLOW LABOUR.

Considering the strong opposition to the importation of Chinese labour into South Africa it is only natural that someone should come forward from "disinterested" motives and probe to the bottom of the much-debated question. By the mail today we received a copy of a pamphlet, entitled "Yellow Labour, the truth about the Chinese in the Transvaal," being a series of articles reprinted, with a yellow cover, from the *Daily Chronicle*. This journal sent out a special commissioner to the Transvaal for the express purpose of investigating on the spot the manifold aspects of the Chinese labour problem. The articles, which appear to have aroused intense public interest and are issued in their present form in response to a widespread demand, are by no means free really desirous of doubting the advisability of introducing Chinese into South Africa can not regard the effort of the *Daily Chronicle* in serious light in which it was meant. At the outset it is satisfactory to find that the commissioner pricks the slavery bubble. On one of the mines he visited there were "197 unaccounted for," in other words, who had not gone to work that day. For two hundred coolies to abstain from work from sheer laziness, and for the employers to acquiesce in it, and pay them full wages all the same, does not give much scope for the cry of "slavery under the British flag." The commissioner tells us that "the 197 absent" and the 65 sick were all entitled to the 1s. a day which Mr. Lyttelton has agreed to as a minimum." The writer then complains of the exacting demands by the coolie, alleging that their sharp Oriental wits had soon found out that they were to be made much of, and "gentlemen from Hongkong and Canton, who probably never had more than three halfpence a day to spend in their lives, began to develop a taste for luxuries." Because they asked for, and got, certain so-called luxuries the *D. C.* thinks there would have been a great outcry if English labourers had done the same.

"A day or two before I was there they demanded a boiled egg each for breakfast before they would go to work. In a country where eggs are 3s. od. a dozen this was a serious item, but the new miners got their eggs." This is of some interest, as the advent of Chinese miners would surely give a great impetus to pig and poultry farming in their immediate vicinity. After referring to other parity demands he passes on to discuss the minimum wage problem noticing that "astute gentlemen from Hongkong \*\*\* were not hitting their drills very hard"—the minimum wage being a shilling whether a man drills three inches or twenty-four. In the subsequent chapters we have the results of the commissioner's sifting of information from all classes, the general outcome of which is an endeavour, on his part to prove that there is plenty of Kaffir labour in the country, but that wages have been reduced, and that the personal factor in engaging the hands has been eliminated. The treatment of the Chinese is spoken of approvingly, but there is a most unworthy sneer appended to this commendation. "The mine-owners are far too astute to treat the first lot of Chinese badly. They are set on getting 100,000 of them by next year, and they know that the only way to do this will be to treat the first arrivals well." He watched "shambling creatures, who had been brought from the slums of Canton and Hongkong at an enormous expense, being hurried off to their daily task by the overseers," and concludes, "Was

it for this, I asked myself, that the best and bravest blood of the whole Empire had been spilt? Was it for this that the sons of all the Britains had come from the great wheatfields of Canada, from the sunny pastures of New Zealand, from the mines and the bush of Australia. Were these undersized and badly nourished specimens of humanity—aliens in race, in tongue, in ideas, and in standards of living—to be the people of the new dominion? Every marble monument, every cairn of stones, every simple cross, which marked the spots where British blood had been spilt and British bravery shown from the Cape Border to Pretoria, and from Mooi River to the Bushveldt, seemed to cry out, 'No! And what shall the future be he asks? Shall there be another great white Commonwealth, stretching from the Cape to the Zambezi, where men shall dwell, using the methods of government which a thousand years of English life have gone to build up to perfect, and where ordered liberty is the precious birthright of every citizen? Or shall this be a land where crowds of servile labourers toil for ever for a small white caste which is there for gain and nothing else—millionaires rich beyond the dreams of avarice at one end, and alien serf labour on the other. Is this to be the dismal future of the Transvaal? God forbid!"

Only one point more. The introduction of Chinese labour into South Africa is unjust to the British workman, ought never to have been permitted, and should be done away with by law. So says the British workman through his mouthpiece, the trade unions, and he receives the cordial sympathy of the *Daily Chronicle*. Alas, for consistency! And all this, in spite of the fact that a well-known South African financier has assured that the coolies are intelligent, industrious, honest, cheerful and contented, and will prove the salvation of the mining industry, and indeed of South Africa. Such inventions as those printed in the "truth" about the Chinese in the Transvaal and evidently engineered for party purposes cannot judicially affect recruiting in China.

## LOCAL AND GENERAL.

JAPAN has purchased the P. & O. s.s. *Nankin*.

THE corpse of a large whale measuring about twenty-five feet, has been washed ashore at Mount Lavinia, Colombo, in a high state of decomposition.

IT is quite time that the Colonies should cease incapacies, and should be recognised as affording careers of which our rising manhood may be proud.—*Daily Graphic*.

A SUIT for libel has been brought against the *Straits Times* by Mr. Montagu Harris, the lawyer. The action is based upon a recent article that appeared in that journal describing the plaintiff's ejection from Raffles Hotel.

IN connection with the recent collision between the M. M. *Tourane* and a native schooner, at Colombo, as reported in these columns, some weeks since, we now learn that an inquiry has been held as a result of which it was decided that the vessel be salved before action is taken against the M. M. Company.

JAPAN has ordered vast quantities of tweed from Scottish merchants. With Messrs. Sanderson of Galashiels an order for 60,000 yards has been placed, while Messrs. Brown Brothers, of Galashiels, have got an order for 40,000 yards for military clothing. Other mills have also secured enormous orders.

THE Reverend E. J. Hardy has kindly consented to deliver a lecture on "The Religious of China" in the former Chamber of Commerce room, at the City Hall, on Tuesday, the 6th prox., at 5.30 p.m. H. E. Sir Matthew Nathan, K.C.M.G., will take the chair. Ladies are invited, and members may ask their friends.

As Mr. Framjee Hormusjee Arjaaee, J. I., of Messrs. N. Mody & Co., and the hon. secretary of the Parsee Charity Funds, is leaving the Colony per the next Indian mail steamer *Lightning*, the whole Parsee community is going to present him with a purse and a silver tray at the Parsee Club premises on Saturday next. Mr. H. N. Mody will preside at the meeting, of the "Anjuan."

THE success of the change of programme at Hartman's Circus last evening was undoubtedly a large attendance and at the close of each turn loud applause was heard on every side. There will be a repetition this evening and to-morrow a matinee performance will be held, commencing at 4 p.m. On Monday evening next H. E. the Governor and suite will be present and a special programme will be presented.

On the completion of her annual overhaul, the s.s. *Heungshan* left the Docks yesterday morning and resumed her run on the Macao line the same evening, the *Yanam* going back to the Canton run. Captain W. E. Clarke takes up his position again on the Macao steamer, on the expiry of his leave of absence, while Mr. Christia, of the *Yanam*, has been transferred to the *Heungshan* as chief officer vice Mr. J. Boardman.

The steel screw-steamer *Vlypah mur*, a frequent caller at Hongkong, belonging to the Ocean Steamship Co. (Messrs. A. Holt & Co.), has been sold to Japanese purchasers.

DURING his stay in Manchuria, Mr. Douglas Story made good use of his camera, and some most interesting pictures of his have appeared in *Black and White* as illustrations to an article on the Lamas of Mukden.

FROM a number of the *Peiping and Tientsin Times* we learn that an official censor of the native newspapers all over China is to be established at Peking, and will itself issue a model newspaper entirely free from guile.

ON the authority of a telegram just received from Kwangtung, it is intended to pay the payment of the foreign loans due in the 9th and the 10th months, on account of the exhaustion of military funds in Kwelin, Kwangsi—*Eastern Times*.

THE case against A. Wilson, for swiving away on the *Chusan* and coming to Hongkong without paying his passage, was called on again this morning and again adjourned for one week, nothing having been heard from defendant's friends in Shanghai.

H. M.'s Consul-General at Chengtu (Mr. Hosie) has made an exhaustive study of the products, methods of manufacture, and mining resources of Szechuan Province and embodied the results of his research in a most interesting report which has been issued as a White Book.

At the Civil Summary Court, this morning, before Mr. T. Sercombe Smith (Puisne Judge), Lu Piu Tok sued the Chiu Joo Hung Company, (opium farmer) for the recovery of \$504 damages, for the wrongful seizure of a quantity of opium. Mr. O. D. Thomson appeared for the plaintiff and Mr. John Hastings defended. The plaintiff, in cross-examination, said he had held a license to sell opium having borrowed the necessary deposit money from a friend. A seizure on his premises took place. He admitted that he had never worked for wages. He sometimes worked for the "friend" in question, and got his dinner in return. Mr. Thomson retired from the case. Judgment was entered for the defendants with costs.

THE November number of the *South China Review*, published at Canton in the interests of education, contains much material that should not be lost sight of by those studying the need for modern knowledge on the part of the Chinese. Dr. Bateson-Wright, for instance, has a lengthy article on the kind of education needed to fit China's young men for government service and commercial careers. He makes some remarks on the course of studies necessary for candidates for employment in the Hongkong and Chinese Governmental offices. There are many other articles of interest, and a lengthy advertisement gives information regarding future issues of the *Collegian*, which may be relied upon to increase the popularity of this widely read publication.

CAPTAIN Almond of the steamship *Rub.* was arrested in Manila last week on the charge of permitting the escape from his ship during her stay in Manila on her last voyage of a British Indian, one Iwaas Khan, who had been denied landing by the immigration authorities on the recommendation of the quarantine officers. Khan was suffering from an infectious disease of the eyes and was ordered back to Hongkong. Instead of returning he escaped from the ship, but although he was known to have left the ship the authorities have no evidence that he landed in the Philippines. The *Cablenews* says that the fact that he may have drowned between the ship's side and the shore makes it doubtful whether the government can make out a case against the captain. The captain was admitted to bail in his own recognizances till the trial, which will take place before judge Crossfield.

Dr. Chadwick Kew, of the well-known Hongkong firm of Dental Surgeons, has just arrived from a shooting expedition in B. N. Borneo. Dr. Kew comes from a sporting family, he being a noted shot and footballer. He played centre half when in 1889-90 the Hongkong Football Club won the H. K. Football Challenge Shield, competing against 18 Naval and Military teams. Mr. W. J. Mason, who has just returned to the Straits from England, was at Hongkong at that time, and also a player in the winning team. Dr. F. Howard Kew, his brother, was goal keeper and to show his capabilities he did not allow a single ball to pass between the posts right throughout the competition. He held the Amateur Championship of Hongkong for the 100 yds. and 440 yds. for 5 years until his departure for America. Dr. Chadwick Kew intends to establish a branch of their Dental Surgery at this port and when all arrangements are completed Dr. David Blahn will come from Hongkong to assist him.—*Straits Times*.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 29th at 11.45 p.m. The barometer has risen throughout and in the Philippines, and remains stationary over the Pacific and the greater part of Japan.

A marked anticyclone lies over the whole interior of China and the least pressure is found in the southern Philippines.

Strong NE. monsoon prevails in the Formosa Channel and over the greater part of the China Sea.

Forecast—Strong N. to NE. winds, fine.

## AVAL-NOIR.

The British flagship *Glory* with Admiral Sir Gerard Noel aboard arrived in port last evening from Penang and Singapore.

The first-class cruiser *Terrific*, of 14,000 tons displacement and 25,000 horse-power, is expected to arrive shortly from Portsmouth with relief crews for vessels on this station.

## RIVER STEAMERS TO DOCK.

The H. K. C. and M. Steamboat Co.'s s.s. *Houqua* will shortly take up the berth in the Kowloon docks just vacated by the same Co.'s *Houqua*. She will be in dockyard hands for about a fortnight during which time the engines will be completely overhauled and the bottom scraped and painted. The s.s. *Hawick* is at present undergoing the usual periodical overhaul at Samsui-poo, and will be there a few days before her familiar figure is seen again on the river traffic.

The French steamers *Charles H. de Gaulle* and *Paul Beau* have also taken their turn, being now anchored in the Dock Co.'s moorings in Hungshon Bay. They will be dry-docked early next month preparatory to their being placed on the river run under new management. They have had a long period of rest, recuperation in Chinese waters, and will require some attention at the hands of the dockyard officials before they can renew the service for which they are so well adapted.

## THE RECENT CRISIS.

## HOW THE FOLKS AT HOME REGARDED THE NEGOTIATIONS.

(From Our Own Correspondent.)

London, 29th October.

Mr. Balfour made last night his now famous speech announcing the settlement with Russia and the reference of the matter to the Hague Tribunal. I have just received the morning papers as they came wet from the press, and I have scanned their various comments. First let me go back and say that "never in the memory of this generation has the country been so much at one. Liberals and Labour men vied with their Tory opponents in denouncing the Russian outrage and demanding full reparation, punishment for the guilty, and guarantees for the future safety of peaceful shipping. The story of the Russian Admiral was derided all over Europe, and he was simply credited with having had a bad attack of "jim-jams" or common fever. Therefore it is not surprising that to-night there is not a quite unanimous vote of approval over the settlement. I went up the street as the news was posted in the windows of the *Daily Chronicle* and the crowd was making comments which would not be printed in cold type if I sent them. One stranger turned to me and said savagely "What a..... shame!" I am afraid many will say that in the morning, but the majority are I think pleased to have an end of peace, for we are suffering now very heavily in commercial depression as a result of the drain of the South African war. I have, I say, scanned the papers. The *sun* is the *Daily Mail* which has earned fresh laurels as a fabricator by printing daily scurrilous of ultimatums and expired time and so forth..... without foundation. To-day it is hard put to it to make an intelligent comment so it says that the result has only been achieved by the most energetic action on the part of the Government. Now the *Standard* think the opposite, and contend that the "disappointing" result might have been achieved without all the demonstration of fleets which now look ridiculous. The whole affair, it thinks, has come to an impotent and lame conclusion which does not redound to the dignity and honour of this country. The *Morning Post* is similarly grieved, and the *Chronicle* is critical on the details. The *Times* regards the agreement with "feelings of deep relief and earnest approval." The rest of the papers show varying degrees of satisfaction.

## PEKING SIEGE COMMEMORATION MEDALS.

(The Editor of the *London and China Express*)

Sir,—As I have now apparently had in all likely applications for the above medals, I am giving instructions to have the dies broken up, so that no more will be obtainable, but with the chance of there being still some applicants to come forward I shall have a few extra medals struck off (price 25s. each, including postage), so should this come before any "Siegeets" who have not yet applied, it is advisable they should not delay if they care for a memento of the historic event.

It may interest those "Siegeets" who already have their medals to know that some 2,400 medals only have been struck off to date, so as time goes on they are likely to be somewhat rare.

Whilst I have extremely nice and appreciative letters thanking me for getting up the medals from a great number of the applicants, I am sorry to say there are a few who have not taken the trouble to acknowledge receipt of theirs, and I can only hope that these have duly received their medals.

I must again express my thanks to you for the assistance you have given in inserting my letters, &c., and to the *Eastern* papers for copying them.—Your obedient servant,

ARTHUR BRENT.

## TELEGRAMS.

(Reuters.)

## Russian Sailors Riot.

London, 27th November.  
Serious riots have occurred among the sailors in barracks at Sevastopol; the causes are obscure but seditious proclamations were found amongst the men's effects. The sailors wrecked their own quarters and those of the officers refusing to join them. The pickets fired on the rioters wounding many, and order was eventually restored.

## Baltic Fleet Leaves Suez.

The remainder of the Baltic fleet has arrived at Suez and been ordered to leave in 24 hours. The fleet was not allowed to coal.

LATER.

## The Russian Baltic Fleet.

The Russian Baltic Fleet has left Suez after coaling from transports.

## British Steamer "Cheltenham" Confiscated.

The Supreme Prize Court in St. Petersburg has confirmed the confiscation of the British steamer *Cheltenham*.

## Admiral Alexeiff.

In connection with the removal of Admiral Alexeiff from the supreme command in the Far East, an Imperial Rescript has been issued, which expresses satisfaction for the Admiral's services and confers upon him the order of St. George (third class).

## FRENCH POLICY IN SIAM.

Two reports by M. François Deloncle were presented to the Chamber in the name of the Committee for Foreign Affairs. The first concerned the Convention between France and England relating to Newfoundland and Western and Central Africa. The other was the report on the Bill for the ratification of the treaty concluded on February 13 this year between the French Government and Siam. In this document, as summarised by the Standard correspondent, M. Deloncle says the present Convention is not so favourable to France as the treaty of October 3, 1893; nevertheless he considers it may have good results. The present Convention might become the starting point for supplementary accords, which are recommended by M. Deloncle in the course of his report. By the signature of those supplementary accords, Siam would incontestably secure the friendship and good offices of the French Republic and the disinterested and loyal assistance of French engineers, savants, lawyers, and capitalists. If, on the contrary, Siam should persevere in the ambitious warlike policy she inaugurated twenty years ago against the rest of Indo-China, and if she should refuse those supplementary accords demanded by France in the interest of Siam herself, it would, declares M. Deloncle, be very unfortunate for that country. With these observations, M. Deloncle, in the name of the Committee, demands the Chamber to ratify the Convention.

## SUBMARINES AT HONGKONG.

## A STRANGE TELEGRAM.

The following telegram, dated San Francisco, 25th inst., appeared in a recent issue of the *Cablenews*:

Five submarine boats for the Japanese navy have been unloaded from a sailing vessel at Hongkong. The boats were shipped in sections. The destroyers were manufactured by a Massachusetts firm, and despite the vigilance of Russian secret service agents, the contract was executed without interference.

On the same day, and under date, San Francisco, 25th inst., the *Manila Times* printed this cable:—Five submarine boats for the Japanese navy have arrived at Yokohama, having been carried across the Pacific in sections. They were manufactured for the Japanese government at shipyards in Massachusetts, and their shipment was attended by the greatest secrecy.

There does not appear to be any truth in the statement that these submarines are, or have ever been, in Hongkong. The Consul for Japan has heard nothing about them, and inquiries made elsewhere failed to reveal any trace of the boats.

## SUGAR GROWING IN JAVA.

The sugar-mills in East-Java have made this year a fair profit. They got both good crops and higher prices. But this is not the same thing for the natives, as they still have to manage with their old poor pay, 20 cents a day—about 10 years ago it was 25 cents a day.

Besides that, the natives complain of many vexatious regulations. One of them is the distribution of the water, which they have to use for their ricefields and which the sugar-mills use for their fields, too. As the water is not sufficient for both purposes at the same time, the officials have made a regulation, which is as follows: "The sugar-mills have to use the water in the day time, and the natives only at night." The water question is a very difficult one, and it is not easy to say how to amend this regulation in such a way that both sugar-mills and natives may be content with it. The second cause of complaint for the Javanese is the farming out of their ground to the sugar-mills. Their own chiefs press them to do so, as they (the chiefs) get presents from the mills. The sugar-lords pay the rent for the natives land to the chiefs, and these imagine again that they must get something, too, from their own countrymen for their trouble. These two questions are the main ones, which make the natives bitter against the sugar industry, and which are the reasons for the many fires which break out in the cane fields. It is to be hoped, that both European and native officials will try to remedy matters.

## THE NORTH SEA OUTRAGE.

## THE ADMIRAL'S REPORT.

HOW THE FIRING WAS PREVENTED.

Admiral Rozhestvenski, in the course of his report to St. Petersburg on the North Sea incident, states that the firing was provoked by two torpedo boats, which, without lights, advanced to attack the vessel leading the squadron. When the searchlights were brought into use and played upon the torpedo boats, fire was opened by the Russian warships, the presence was discovered of several small steam vessels, resembling fishing boats. Admiral Rozhestvenski reports that he tried to spare the fishing boats, and ceased firing as soon as the torpedo boats were out of sight. The English Press, the Admiral remarks, "are horrified at our torpedo boats having remained behind at the scene of the firing without offering any assistance to the trawlers. As a matter of fact, we had not a single torpedo boat in our squadron, and none were left behind when the voyage of the fleet southward was resumed." "What the fishermen saw," the Admiral's report proceeds, "must have been the foreign torpedo boat which was not sunk. It remained near the trawlers until morning, in order to repair the damage wrought by our firing, and to watch for its consort. My squadron did not assist the fishermen, because we suspected their complicity, owing to their obstinate persistence in cutting the line of the Russian advance. Several of the fishing boats did not show any lights, and others did not show them until very late."

## REFUTATION OF ADMIRAL'S STORY.

Authentic accounts of firing by the Baltic fleet upon Norwegian, Swedish, and German vessels are considered a refutation of Admiral Rozhestvenski's statements that he acted in self-defence against supposed torpedo boats.

## TWENTY DAYS TO THE INQUIRY.

It is reported that twenty days will be allowed for the inquiry. Admiral Rozhestvenski states that some of the Russians were wounded in his engagement with foreign warships in the North Sea, and that one of the vessels in his squadron was injured during the attack. The *Kennet*, a trawler attached to the *Gannet* fleet, reports that while she was stationed on an outlying portion of the fishing grounds, she was fired at by a Russian warship in the rear of the squadron. This occurred at 7 o'clock on Saturday morning, a shot passing between the Baltic fleet when it had been partially exhausted by its fatigued journey.

## THE ATTACK ON THE "SONNTAG."

Particulars have been made public of the shelling of the German trawler *Sonntag* on the same night that the attack was made on the *Gannet* fleet. The captain of the *Sonntag* reports that his vessel was first subjected to the scrutiny of the searchlights. Then the Russian warships opened fire from all directions, at the rate of 80 shots per minute. A cargo steamer which approached during this fusillade drew in on herself the fire of the Russian ships, the shells bursting around her.

## WHAT FRIGHTENED THE RUSSIANS.

The admiral of the *Gannet* fishing fleet fired a bomb rocket on Friday, the 22nd Oct., as a signal for netting. This was probably the "cannon shot" which frightened the Russians.

Particulars of the firing by the Russians on the Swedish schooner *Aldervaran* state that she was subjected to a perfect hail of bullets. She was on her way from Hull to Géfle, in Sweden, and was attacked at Skagerrack, an arm of the North Sea between Denmark and Norway. The *Aldervaran* escaped uninjured.

## "I AM ATTACKED."

The Russian officers at Vigo assert that fifty boats continued to advance against the squadron in the North Sea despite signals to retire. The transport *Amadul* signalled: "I am attacked." The warships then opened fire.

## ANGLO-JAPANESE PLOT.

Many Russians declare that an Anglo-Japanese plot had been arranged to ambush and torpedo the Baltic Fleet during its voyage to the Far East. The *Sofia*, a St. Petersburg daily, boasts that Russia is not so isolated as may be imagined.

## SINCERE REGRET OF THE BALTIC FLEET.

Admiral Rozhestvenski, in a second telegram to St. Petersburg, says:—"We met with hundreds of fishing boats, and showed them every consideration, except when they were in the company of foreign torpedo boats. One of the foreign torpedo boats disappeared, and the other may have refrained from offering any assistance to the fishermen in order to avoid betraying it to those who were not its accomplices. In the name of the fleet, I express sincere regret. The fishermen were the unfortunate victims of circumstances. No warships, even in times of profound peace, could have acted otherwise."

## FUNERAL OF THE VICTIM.

At the funeral at Hull of Capt. Smith, of the *Crane*, and the sailor Legott, belonging to the same trawler, who were both decapitated by a shell from the Russian fleet on the 24th Oct., there were pathetic scenes. Practically the entire population of Hull participated in the obsequies. All the shops and factories were closed, and there was for the time a complete suspension of business. Flags were everywhere flown half-mast high, and vast crowds thronged the thoroughfares. There were no demonstrations, but a number of pathetic scenes were witnessed.

## FEELING IN RUSSIA.

The press censor only permitted the St. Petersburg journals to state that a collision had taken place in the North Sea, with some casualties. The officials cognisant of the truth are horrified and amazed at the mishap. Count Lamsdorff, the Russian Foreign Minister, is reported to have declared that Russia would give full reparation if the information of the fishermen proved correct. The lesser officials, however, declare that it is impossible to believe the stories of ignorant and prejudiced English fishermen who are in a nervous and excited condition. An officer belonging to a Russian destroyer at Cherbourg stated that he would have been glad if more of the trawlers had been sunk. Other officers state that it was not their part of the fleet which did the damage, but possibly some other division.

## THE CANTON VICEROY.

## AN ACTION AGAINST THE MESSAGERIES MARITIMES CIE.

## TO RECOVER RS. 30,000.

Mr. Advocate Dodwell, Browne and Mr. Proctor, Thiseverasingha appeared before the Hon. Mr. W. H. Jackson, Receiver of Wrecks, at Colombo on 4th inst., and lodged a complaint against the Messageries Maritimes Cie, for the recovery of Rs. 30,000 as damages done to the native vessel run down by the M.M. s. *Turram* on the 2nd inst., as already recorded in our columns. It was thought advisable to hold a survey before an action is filed, and the Principal Collector of Customs made order that he would hold a survey in the presence of a representative from the M.M. Cie, and then the plaint could be presented.

## THE CANTON-HANKOW RAILWAY.

## THE COMMERCIAL BUREAU AT CANTON.

The Commercial Bureau at Canton having received a despatch from the Governor of Kwangtung, and a telegram from Viceroy Chang of Lianghu, with reference to the proposed arrangement of the Canton-Hankow railway question, held a meeting on the 7th of this month (the 13th inst.) which the party were all invited to attend. Those present were, Ting Pa Hou, Wu Su Pao, Wen Chin Fu, Li Yu San, Huang Ho Ting and the President of the five leading charitable institutions, making a total of over twenty. The meeting having been called to order, the telegram from Viceroy Chang was read aloud and passed round, after which the gentry still maintained the cancellation of the agreement and the management of the railway by Chinese, just as it was declared at the very outset. They also touched on the important question of raising funds before taking up the concern, and expressed disapproval of the organization of Kung Yi Hui (Society for public interest) on the ground that the time allowed was too long and the management would necessarily involve many difficulties. That is to say, they preferred the establishment of a lottery-bank, as it offers no little facilities in dealing with affairs along the line.

## THE LUSO-CHINESE COMMERCIAL TREATY.

In the text of the Portuguese-Chinese Treaty the Article VIII was omitted by mistake. Article VIII in our (*Shanghai Mercury*) text already published should be numbered Article IX and so on. The Article omitted reads as follows:—

Whereas the Chinese Government has expressed a desire that the provisions of the Portuguese Civil law, which grants Portuguese nationality to sons of aliens born in Portuguese territory, should be modified in the case of Chinese born in the Territory of Macao.

Portugal agrees to take this matter into careful consideration as soon as possible and to regulate, by a special law if necessary, the conditions under which Portuguese nationality shall be granted in future to Chinese born in Portuguese Territory.

The conditions in question shall be so framed as to prevent Chinese to whom Portuguese nationality has been granted

1.—From improperly arrogating to themselves privileges which are reserved for Chinese subjects, such as the right of residence for purposes of trade in the interior or at ports not opened to foreign trade, and

2.—From entering while residing in a Treaty Port into agreements with Chin-se while themselves, posing as Chinese subjects and afterwards repudiating their responsibilities by claiming Portuguese nationality and taking advantage of such Portuguese laws as are contrary to the obligations involved in the said agreements.

## GERMAN AND JAPANESE TRADE IN CHINA.

In his lecture before the Colonial Society in Berlin, Herr von Münchow referred to the activity of the Japanese in "our Shantung" declaring that they were benefiting by the increase of trade resulting from the Tsingtao-Tsinan railway and alleging that the real object of the present war with Russia was the commercial and industrial expansion of Japan. A short extract from this celebrated traveller's speech appeared in our columns a few days ago since when we have come across the following Peking telegram dated the 21st inst., and printed in a Shanghai paper:—

"Chou Fu, Acting Viceroy of the Liang Kiang Provinces, in addressing his subordinate officials in Shantung, said he was about to take his departure, but that he could not leave without giving them a grave warning, as to what lay before them, after his departure. He told his hearers that Germany and German merchants desire to monopolize the commercial interest of the province. He considered they were justified in this if the native merchants through slackness in trade permitted it. The native had everything in their favour to improve their trade, but if they neglected their opportunities then they were playing into the hands of the Germans. He exhorted the officials to insist on Chinese merchants improving their interests at the new treaty towns Choutsan and Weihai-wei. These would be great centres of trade and unless Shantung merchants exerted themselves German traders would acquire the chief interests of these towns. He said, China must maintain herself by commerce and not by arms, this was the true spirit of reform."

To this Sir Frank replied, on May 6:—

Dear Sydney.—Your letter of May 2 has been forwarded to me, and I hardly see that there can be any profitable discussion of the proceedings. Hitherto I have not been in a position to act independently, because my own concerns had to be subordinated to others of greater importance; the circumstances of my employment, my public duties, and the necessity which was upon me to live in a distant and unhealthy country, have probably been against us, but after ten years of separation it is more than ever impossible for me to accede to the wish you now express.

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To this Sir

## Shipping—Steamers.

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MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"MOYNE"	9th December.
GLASGOW and LIVERPOOL	"HECTOR"	14th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	20th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.

## HOMewardS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
GENOA, M'LLS, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	3rd January.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January.
GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"KEEMUN"	30th November.
all PACIFIC COAST PORTS, <i>vid</i>		
NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	28th December.

For Freight, apply to

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AGENTS.

Hongkong, 26th November, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	1st December.
MANILA	"TAMING"	6th
KOBE	"CHINGTU"	7th

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	10th
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\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

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Hongkong, 29th November, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

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MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904. [189]

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309. J. P. MARTIN

"KWONG TUNG" 1,238. H. W. WALKER

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$5.

Meals ..... (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West

Hongkong, 17th February, 1904. [181]

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every M O N D A Y, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ..... \$3.00 for Single Journey.

2nd Class ..... 1.50

Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 24th June, 1904. [194]

## EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return " \$3.00 ..... \$5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904. [198]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sunday

at 8.30 P.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Cabin, \$1; 2nd Class, 30 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 2nd Class, Single, 30 cents. Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904. [199]

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"ARAGONIA" ..... 5,198 ..... Schudt ..... December 1st, 1904

"NICOMEDIA" ..... 4,370 ..... Wagner ..... January 9th, 1905

"NUMANTIA" ..... 4,370 ..... Brechner ..... January 23rd, 1905

"ARABIA" ..... 4,483 ..... Babie ..... February 20th, 1905

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and they are warned against paying more than

TEM CENTS (10 cts) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 1st October, 1904. [109]

## Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG."

Capt. Geo. Payne, will be despatched as above,

TO-MORROW, the 30th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 29th November, 1904. [1265]

INDO-CHINA STEAM NAVIGATION

## Shipping.

Glory, Br. battleship, 13,000, Hon. W. G. Stansford, 28th Nov.—Singapore 23rd Nov. Ruby, Br. s.s., 1,611, R. W. Almond, 28th Nov.—Manila 26th Nov., Gen.—S. T. & Co. Petcharaburi, Gen. s.s., 1,755, G. Hillmann, 28th Nov.—Bangkok 20th Nov., Rice, and Wood.—B. & S. Tonkin, Fr. s.s., 3,084, R. Schmitt, 29th Nov.—Maracelis 30th Oct., and Saigon 26th Nov. Nov., Mails and Gen.—M. M. Machew, Ger. s.s., 996, H. Harjes, 29th Nov.—Bangkok 21st Nov., Rice.—B. & S. Halan, Fr. s.s., 377, L. Andersen, 29th Nov.—Pakhoi and Hohow 28th Nov., Gen.—A. R. M. Seals, Br. s.s., 3,438, Gen. Brown, 29th Nov.—Moj 23rd Nov., Coal—J. M. & Co. Hellas, Ger. s.s., 1,539, Rode, 29th Nov.—Chinkiang 22nd Nov., and Wuhu 24th, Rice and Gen.—S. & Co. Cheang Chew, Br. s.s., 1,213, J. Harrison, 29th Nov.—Singapore 22nd Nov., Gen.—Chinese. Prince Robert, Br. 4-masted s.s., 2,555, Hanger, 22nd Nov.—New York 9th July, Kerosine.—S. O. Co.

## SAILING VESSELS.

Ancines, Br. br., 1,700, Salter, 26th Nov.—Freman 20th Sept., Sandalwood—Order. Empereur Menchick, Fr. br., 1,576, More, 6th Nov.—New York 12th June, Oil in Patent Cases—S. O. Co. Evie T. Ray, Am. br., 918, Karlen, 6th Aug.—Manila 26th June, Timber—Order.

Prince Robert, Br. 4-masted br., 2,555, Hanger, 22nd Nov.—New York 9th July, Kerosine.—S. O. Co.

## Steamers Expected.

Vessels	From	Agents	Due
Lightning	Singapore	D. S. & Co	Nov. 30
Aragon	Japan	P. & A. Co	Nov. 30
Tijpanas	Macassar	C. J. J. L.	Dec. 2
Bengal	Singapore	P. & O. Co	Dec. 3
Kintuck	Singapore	N. M. K.	Dec. 3
C. Ford, Laelias	Singapore	H. A. L.	Dec. 3
Kumang	Calcutta	J. M. & Co	Dec. 7
Seydlitz	Colombo	M. & Co.	Dec. 8
Doric	San Francisco	P. M. Co.	Dec. 12
Vanchuria	San Francisco	P. M. Co.	Dec. 17
Nico neder	Portland	P. & A. Co	Dec. 24

Hongkong & Whampoa Dock Returns.

U.S.S. Fathomer	at Kowloon Dock
S.M.S. Furst Bismarck	"
Arincourt	"
Pronto	"
Germania	"
Empress of Japan	"
Hue	"
Paul Beau	"
Charles Hardouin	"
Indravelli	"
Taming	Cosmopolitan
Hankow	"

## Ships Passed The Canal.

Onward—15th November—Ferndale, Looi; Banyak, Indramaka, Sedyllit, Silvertip, 10th November—Hyton, Morav, Prinsesse Marie, Austria, Dumbra, Sobredene, 22nd November—Sobredene, Neptune, Sithonia, Planct, 25th November—Jiwa, Oinfa, Lily, Glenagan.

Hopeward—15th November—Patroclus, 19th November—Zieten, 25th November—Malacca.

Arrivals at Home—15th November—Tydus, 17th November—Formosa, 19th November—Atholl, Sachen, Salusie, 22nd November—Samoa, 25th November—Vulcenn, Hudson.

## CORNELL.

A Mail will close for—  
In future, there will be one delivery of correspondence each day on week days only in Shantung, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street (8 a.m.—11 a.m.)  
(8 a.m.—5 p.m.)  
Arsenal Street (12 p.m.—5 p.m.)

Macao—Per Wingchit, 20th Nov., 7:30 A.M. Canton—Per Kinshun, 20th Nov., 7:30 A.M. Manila—Per L. gashi, 20th Nov., 9 A.M. Nagasaki, Kome, Yokohama, Victoria, Seattle and Tacoma—Per Ke mun, 20th Nov., 9 A.M. Macao—Per Hungthun, 30th Nov., 1:45 P.M. Singapore, Penang and Calcutta—Per Namson, 30th Nov., 2 P.M.

Canton—Per Fathun, 30th Nov., 5 P.M. Namao—Per Tai fu, 30th Nov., 5 P.M. Sanhue—Per Hot fu, 30th Nov., 5 P.M. Kowloon, Kumchuk, Samahul, Shihung, Takking and Wuchow—Per Hongkong, 30th Nov., 5 P.M.

Canton—Per Honam, 1st Dec., 7:30 A.M. Macao—Per Wingchit, 1st Dec., 7:30 A.M. Macao—Per Fathun, 1st Dec., 1:45 P.M. Shanghai—Per Wun-ung, 1st Dec., 3 P.M. Canton—Per Pwun, 1st Dec., 5 P.M. Kowloon and Kumchuk—Per Tak Hing, 1st Dec., 5 P.M.

Namao—Per Tschun, 1st Dec., 5 P.M. Sanhue—Per Hot fu, 1st Dec., 5 P.M. Batavia, Samarang, Sourabaya and Macassar—Per Tschun, 1st Dec., 3 P.M.

Canton—Per Fathun, 2nd Dec., 5 P.M. Namao—Per Tschun, 2nd Dec., 5 P.M. Sanhue—Per Hot fu, 2nd Dec., 5 P.M.

Books containing—  
16 Postage Stamps of 4 cents  
12 " " " 2 "  
12 " " " 1 "  
may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price 3s. each book.

CHRISTMAS AND NEW YEARS PARCELS.

Parcels for the United Kingdom via Gibraltar posted before 3 p.m. on Friday, the 4th November, are due in London about the 11th December, and those posted before 3 p.m. on the 18th of November are due in London on Christmas morning.

With an additional fee of 60 cents parcels may be sent via Brindisi, and if posted before 3 p.m. on the 18th of November would accompany the letter mail, which is due in London on the 19th of December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 18th of November, as the mail per s.s. Chusan, which leaves here on the 1st of December is not due in London till the 8th of January via Gibraltar, and the 1st of January via Brindisi. The rates of postage on ordinary parcels are as follows:

For a parcel not exceeding 1 lbs. in weight 60 cents.  
1 lbs. to 5 lbs. 15 cents.  
5 lbs. to 10 lbs. 25 cents.  
10 lbs. to 15 lbs. 35 cents.  
15 lbs. to 20 lbs. 45 cents.  
20 lbs. to 25 lbs. 55 cents.  
25 lbs. to 30 lbs. 65 cents.  
30 lbs. to 35 lbs. 75 cents.  
35 lbs. to 40 lbs. 85 cents.  
40 lbs. to 45 lbs. 95 cents.  
45 lbs. to 50 lbs. 105 cents.  
50 lbs. to 55 lbs. 115 cents.  
55 lbs. to 60 lbs. 125 cents.  
60 lbs. to 65 lbs. 135 cents.  
65 lbs. to 70 lbs. 145 cents.  
70 lbs. to 75 lbs. 155 cents.  
75 lbs. to 80 lbs. 165 cents.  
80 lbs. to 85 lbs. 175 cents.  
85 lbs. to 90 lbs. 185 cents.  
90 lbs. to 95 lbs. 195 cents.  
95 lbs. to 100 lbs. 205 cents.

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

On and after the 1st December, 1904, delivery for Postal District No. 11, viz., Albany, Peak Road, will leave the Post Office at 9 A.M., 1 p.m. and 5 p.m., daily on week days, and 9 a.m. on Sundays.

Police, Nov. 11, 1904, C. Sydenham, 26th Nov.—Probolengo 16th Nov., Sugar—Order.

## VISITORS AT THE HOTELS.

HONGKONG	
d'Arc, G. L.	Lawson, G. B.
Ascoli, Mr. and Mrs. V.	Lello, Dr. A.
Barlow, Mr. and Mrs.	Lenz, H.
B. J.	Lenz, S. S.
Bingham, Mr. & Mrs.	Lewis, A. R.
T. E. and child	Ley, R. N., Dr. B.
Birbeck, R. J.	Lopez, Dr. L. C.
Blancey, Mr. and Mrs. S.	Macdonald, D.
Blair, D. K.	Macdonald, Dr. R. N.
Boggan, Mr. and Mrs.	Mackie, C. Gordon
& infant	Malcolm, Mr. & Mrs. R.
Bonner, E. A.	Mariott, Dr. O.
Bornand, Mr.	Mayers, Dr. G. M.
Borthwick, R. W.	McAra, T. P.
Borthwick, Mrs. R. W.	Meikle, Mr. & Mrs. E.
& child	Menzies, E. L.
Boyce, W. B.	Milton, Miss
Broughall, L.	Moir, R. N., Lt. and Mrs.
Brown, Miss Alice	Moon, Mr. & Mrs. E. M.
Brown; Miss Elizabeth	Muller, F. A.
Charles, R.	Newington, A. G.
Clark, T.	Pattie, Mrs. J. A.
Clark, W. G.	Perkins, Mr. and Mrs.
Corderoy, Mr. and Mrs.	T. L.
Cotton, A. R.	Price, Mrs. P. M.
Courtney, G. N.	Puddephat, W. T.
Craig, H. J.	Ranney, Mr. and Mrs.
Cunningham, G.	F. O.
Davies, F. O.	Rayner, F. S.
Davies, Mrs. J. T.	Rice, P. F.
Deacon, F. B.	Robertson, W. R.
Dean, G.	Rome, Dr.
Douglas, Capt. & Mrs. J.	Rutherford, N. H.
Downing, T. C.	Sayer, G. Burton
Edwards, Mr. and Mrs.	Shayle, R. T. D.
E. E.	Scott, Mr. & Mrs. J. G.
Edwards, G. H.	Silvey, T. M.
Emerson, A.	Skott, C.
Ferrier, Mrs. C. N.	Somererville, Geo.
Fisher, H. G.	Soper, C. H.
Flamind, J.	Stein, A. L.
Forster, Dr. A. F.	Stephenson, Mrs. T. S.
Freeman, Dr. W. P.	Stewart, W. M.
Glover, C.	Tait, J. M.
Grant, A. W.	Thomas, C. B.
Grey, C. E.	Thomson, Dr. J. C.
Hall, Capt. I.	Thornborow, J.
Hannan, J.	Trimmell, W. D.
Hartwick, R.	Walker, W. P.
Hardy, Mrs. C. S.	Wakefield, Mrs. & Miss
Horsey, Mr. and Mrs.	Wemyss, J. L.
H. H.	Whitton, Mrs. A. M., child and infant
Hurst, R.N., Engineer-Capt.	Wolfson, J.
Icey, Rev. F.	Wolff, Philip
Jones, Mr. and Mrs. P. N. H.	Woolmer, Mr. and Mrs.
Katsch, E. A.	Wright, Mr. and Mrs.
Ke cham, I. B.	Gordon

Ships Passed The Canal.

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Police, Nov. 11, 1904, C. Sydenham

Mails.

## To Let.

## TO LET.

AT East Point, a NEW BRICK-BUILT 2-STORIED GODOWN, with Water Frontage.

Apply to—

JARDINE, MATHESON & Co.,  
Hongkong, 26th November, 1904. [1279]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM-FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 3rd December, at noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 15th January, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 19th November, 1904. [14]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS—POSTE FRANCAIS.

## NOTICE.

STEAM-FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 13th December, at 1 P.M., the Company's Steamship "TOURNAU," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 12th December, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

L. BRIDOU,  
Acting Agent.

Hongkong, 26th November, 1904. [19]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Pliades	3,753	F.G. Purington	Ab. Dec. 17
Tremont	9,606	T. W. Garlick	Jan. 10
Lyra	4,417	G. V. Williams	Feb. 9
Pliades	3,753	F.G. Purington	Mar. 4

† Cargo only.

## FOR MANILA.

The largest, sturdiest, and most comfortable steamer for Manila.

Tremont.... 9,606 T. W. Garlick. Ab. Dec. 28

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures safety at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL, &amp; CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 29th November, 1904. [12]

## SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	(\$1,000,000) \$7,000,000 \$50,000 \$75,533	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/10 \$16.4/- for first half-year 1904	6 %	\$710 buyers London £70
National Bank of China, Limited	99,925	\$7	\$7	\$191,973	\$2,668	\$2 (London 3/6) for 1903	54 %	\$39
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$25	\$1,400,000 \$8,739	\$150,494	\$17 for 1903	68 %	\$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,972 \$331,342 \$322,138	Nil	\$4 for year ended 30.4.1903	64 %	\$63 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	82 %	Tls. 96
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$10,000 \$37,749 \$89,311 \$84,771	\$2,078,997	\$35 for 1903	54 %	\$665 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1903	8 %	\$150
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$125,675 \$2,501	\$229,0178	\$6 dividend & \$2 bonus for 1902	8 %	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,000	Dr. \$63,123	\$2 for 1903	68 %	\$335 buyers
<b>SHIPPING, TUG AND CARGO BOATS.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	none	Dr. \$63,123	\$5 for year ended 30.6.1903	6 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$157,555	Dr. \$63,123	\$1 for first half-year 1904	10 %	\$295 sales
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	(\$205,000) \$100,000	Dr. \$5,853	10/- for 1903 @ 1/10 5/16=\$5.378	48 %	\$128 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	Tls. 52 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$40,000	Dr. \$19,555	Interim of 1/- (Coupon No. 4) for 1903	42 %	24/-
"Star" Ferry Company, Limited	10,000	\$50	\$50	\$15,093	Dr. \$1,287	\$1.80 & 20 ct. for year ending 30.4.01 \$1.80 & 20 ct. for year ending 30.4.01	38 %	\$30
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$18,000 \$10,153	Dr. \$33,648	\$5 for 2nd 1-year, making \$13 for 1903	84 %	\$150 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Dr. \$865	Interim of Tls. 1 for 1904	10 %	Tls. 30
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$235 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	48 %	\$6 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Dr. \$1,456	Tls. 24 for year ending 30.6.03	...	Tls. 60
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000	Dr. \$7,810	No. 3 of 1/6	61 %	G \$16 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	Dr. \$67,291	Interim of 50 cents, account 1904	...	\$5 buyers
Raub Australian Gold Mining Company, Limited	50,000	G \$10	G \$10	\$4,873	Dr. \$4,039	No. 12 of 1/-=48 cents	...	\$490
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,29,652	Dr. \$85,766	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$46 sellers
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	Dr. \$10,517	\$3 for 1903	48 %	\$115 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	Dr. \$28,015	Interim of \$24 for 1904	...	\$218 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	Dr. \$50,471	\$6 dividend and \$2 bonus for first half-year 1904	74 %	\$202 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	Dr. \$489	\$14 for 1903	42 %	\$27 buyers
New Amoy Dock Company, Limited	6,000	\$65	\$65	\$55,500	Dr. \$49,936	\$14 for 1903	62 %	\$124 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	Dr. \$48,153	\$12 dividend & \$2 bonus for 1903	64 %	Tls. 180
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Dr. \$22,895	Tls. 22,895	...	Tls. 135
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 50,913	Dr. \$43,712	First year	5 %	\$240 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,150,000	Dr. \$1,760	\$6 for 2nd half year 1903	98 %	Tls. 190 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Dr. \$9,989	\$2 for year ended 30.6.1904	84 %	\$200 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	none	Dr. \$1,432	Interim of Tls. 4 for 1904	...	
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 150	Tls. 150	none	Dr. \$1,304	Interim of Tls. 2 for 1904	...	
China Land and Finance Company, Limited	6,000							